


Established February, 1845.

PRICE, \$2 PER MONTH.

Shipping.

Steamers.

FOR SHANGHAI, KOBE AND
YOKOHAMA.

 The Steamship
Mory,
A. DUNCAN, Commander,
will be despatched for
the above Ports on SUNDAY, the 28th Inst.

For Freight or Passage, apply to
ADAMSON & BELL & Co.,
Agents.

Hongkong, April 23, 1888. 656

**INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.**

FOR TIENTSIN.

The Co.'s Steamship
Krongnung,
Captain SELANG, will be
despatched as above on
or about the 30th Instant.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, April 24, 1888. 663


GLEN LINE OF STEAM PACKETS,
FOR YOKOHAMA AND KOBE.

The Steamship
Glenchie,
Captain DONALDSON, will
be despatched as above
on or about the 30th instant.
This Steamer has superior Accommoda-
tion for Passengers, and carries a Do of
and Stewards.


For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, April 23, 1868. 655

NETHERLANDS INDIA STEAM


NAVIGATION COMPANY, LIMITED,
FOR SAIGON, SINGAPORE, BATAVIA,
SAMARANG AND SOERABAYA.
The Co.'s Steamship
 *Batavia*,
Capt. SCHALZEN, will be
despatched as above on
or about the 30th Inst.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents,
Hongkong, April 23, 1888.

 Steamship
Ancon
will leave for the above
place about 24 hours after her arrival with
the next outward English Mail.
E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, April 21, 1888. 65

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.
FOR SINGAPORE, PENANG AND
CALCUTTA.
The Co.'s Steamship

 Captain JACKSON, will be despatched as above on **THURSDAY, the 3rd of May, at 3 p.m.** This Steamer has superior First-class Accommodation, specially constructed to meet the requirements of tropical climates. For Freight or Passage, apply to **JARDINE, MATHESON & Co.,** General Managers.
Hongkong, April 24, 1888. 66

FOR NEW YORK VIA SUEZ CANAL

 The Steamship
C.W. FRASER, Com'd'r
will be despatched for the
above Port on or about the 6th Proximo.
For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, April 20, 1888. 64

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.
(Passing through the INLAND SEA.)
The P. & O. S. N. Co.
Steamship
Hawarden

This Steamer has most superior Accommodation for Passengers, both 1st and 2nd Saloon, and has the Electric Light.
For Freight or Passage, apply to

E. L. WOODIN,
Superintendent
P. & O. S. N. Co.'s Office,
Hongkong, April 21, 1888. 65

Sailing Vessels.

FOR SAN FRANCISCO

FOR SAN FRANCISCO,
The American Ship
Factolus,
BURNHAM, Master, will load here
for the above Port, and will
have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, April 6, 1888. 563

A RAMBLE THROUGH SOUTHERN FORMOSA.—By MR. G. TAYLOR.
—This Article, which, has been reprinted from the *China Review*, contains one of the best Sketches of Formosan Life yet written. A few roughly-executed Woodcuts are included in the pamphlet.

May be had—Price, \$1—at Messrs. LANE, CRAWFORD & Co.'s, and Messrs. KELLY & WALSH, LIMITED, Hongkong; also, Mr. N. MOALLIE, Amoy.

Hongkong, March 3, 1868. 385

Notices to Consignees.

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.
FROM SOERABAYA, SAMARANG, BATAVIA AND SINGAPORE.

THE Company's S.S. *Indra*, having arrived from the above ports, consignees of cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD., at West Point, whence delivery may be obtained.
Cargo remaining undelivered after the 20th instant will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.
Hongkong, April 23, 1888. 657

UNION LINE.

NOTICE TO CONSIGNEES.
FROM ANTWERP, HAMBURG, PENANG AND SINGAPORE.

THE Steamship *Prins*, Captain WITTEKAMP, having arrived from the above ports, consignees of cargo are hereby informed that their goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD., at Kowloon, whence delivery may be obtained.
Optional cargo will be forwarded on to SHANGHAI, unless notice to the contrary be given before Noon To-day, the 2nd inst.
All Claims against the Steamer must be presented to the Underwriter on or before the 30th instant, or they will not be recognized.
RUSSELL & Co., Agents.
Hongkong, April 23, 1888. 655

GLEN LINE OF STEAM PACKETS.
FROM LONDON, PENANG AND SINGAPORE.

THE Steamship *Orpheus*, having arrived from the above ports, consignees of cargo by her and by the S.S. *Holland* and *Tiger* from New York are hereby informed that their goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD., at Kowloon, whence delivery may be obtained.
Optional cargo will be forwarded on to SHANGHAI, unless notice to the contrary be given before 4 p.m. To-day.
Cargo remaining undelivered after the 27th instant will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.
Hongkong, April 19, 1888. 635

Intimations.

A LADY residing in England wishes to have TWO or THREE CHILDREN EDUCATED with her.
Careful training with the advantage of French and German taught in an English home.
Good References required and exchanged.
Apply to
LANE, CRAWFORD & Co.,
Hongkong, March 27, 1888. 512

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

CENTRAL EXCHANGE 13, PRAYA CENTRAL.
THE above Company's EXCHANGE is NOW OPEN for Telephonic Communication.
Rate of Subscription is \$80 per Annum, payable quarterly in advance. Electrical Material of all descriptions kept in stock for sale.
ELECTRIC BELLS a specialty.
Houses fitted up and kept in order at most Moderate Prices.
TELEPHONE MATERIAL supplied on Sale or Hire.
AGENTS for ELECTRIC LIGHTING, both ARC and INCANDESCENT.
Estimates furnished free.

HAROLD DOWSON,

HONGKONG.
Hongkong, August 24, 1887. 1016

DETTISAT.

FIRST CLASS WORKMANSHIP.
MODERATE FEES.
MR. WONG TAI FONG,
Surgeon Dentist,
(FORMERLY ASSISTED APPOINTED AND LATELY ASSISTANT TO DR. ROUGIER.)
At the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. ROUGIER.
No. 2, DUDDELL STREET.
CONSULTATION FREE.
Discount to missionaries and families.
Sole Address:
2, DUDDELL STREET,
(Next to the New Oriental Bank.)
Hongkong, January 12, 1885. 66

SUMMER TIME TABLE.

THE KOWLOON FERRY.
STEAM LAUNCH
MORNING STAR
Runs DAILY as a FERRY BOAT between Paddar's Wharf and Tsim-Tai-Tai at the following hours:—This Time Table will take effect from the 12th April, 1888.

supplied by Dr. ROBERT,
 No. 2, **DUDELL STREET.**
CONSULTATION FREE. —
 Discount to missionaries and families.
 Sole Address
2, DUDELL STREET,
(Next to the New Oriental Bank.)
 Hongkong, January 12, 1885.

Shortly before nine o'clock yesterday evening a fire broke out in a block of buildings between Wing Lok Street and Praya West, which resulted in one house being entirely burnt out and two others partially destroyed. The houses are of three stories, and have frontages both to Wing Lok Street and Praya West. The premises in the first floor of which the fire was first observed were occupied as a meeting store and faced Wing Lok Street, the Praya West end of the house being a rice store. The fire burned from the first with great force and soon spread to the rice store. Both Brigades were speedily on the spot and the fire was attacked with considerable vigour both from the Praya and Wing Lok Street. It was impossible, however, to save the building in which the fire began, and it was with great difficulty that the flames were prevented from working havoc on the whole block, but the abundance of water at the command of the firemen had at length the effect of keeping the flames from doing more than partially damaging the two adjoining houses. We understand that the contents of the 68 Wing Lok Street were insured for £3,500.

The branch of the Hongkong Volunteers under Surgeon-Major Cantlie appears to be doing its work quietly and well. We refer to the Ambulance Corps, to which we have drawn attention previously when noting the inaugural lecture delivered at Headquarters by the Surgeon-Major. Several interesting lectures followed the first, and the Corps has proceeded on to drill. The second attempt at stretcher drill took place at Headquarters the other evening, when nearly thirty members assembled. The drill was witnessed by a number of the students attending the College of Medicine for Chinese, to whom, by the way, Dr Cantlie had given a 45-minute drill just before the Ambulance Corps assembled. There were six stretcher detachments at work during the ambulance drill, and the drill was gone through in a manner which evoked the most unqualified praise from the Surgeon-Major. This result was doubtless due to the intelligence of the members no less than to the happy manner in which the Doctor explained the various movements and appealed to the intelligent faculties of his men. We have seldom seen the combination of geniality and prompt ordering so well illustrated as on this occasion. It was about as perfect handling of an intelligent body of Volunteers as could well be conceived; and although we do not desire ever to see the Ambulance Corps at serious work here, we wish it and its Surgeon-Major every success.

The Japan Gazette of the 12th inst. says:—The Wash Kien, a "World of Wonders" Company having concluded some time since their tour at the Chitosea Theatre, Tokio, have now accepted an engagement to give a series of fifteen performances at the Shintosea Theatre, where they will open on the 16th inst.

The Export of the Silver Yen from Japan still, apparently, continues, as the shipments of that coin to the Straits during the present year amount, according to the Japan Herald, to 1,350,000 yen, or about six hundred thousand per month.

An elderly gentleman named Chidley made an experiment at Belfast (Victoria) on the 28th March with a flying machine, in the performance of which he was devoted 25 years of study. A stiff breeze was blowing. The machine capsize at the start, and the occupant, a son of the inventor, was thrown to the ground and injured.

The French Government sent a vessel to the Orizet Islands to rescue 15 sailors there, news of whom was heard at Fremantle about six months ago by means of an inscription on the neck of an albatross. Traces of the men were found on one island, but not on the others, and it is hoped that they have been picked up by some passing vessel.

RUSSIAN AIR FOR INDIA.—The Odessa Messenger states that India is becoming one of the largest consumers of Russian passenger steamers. In 1887 more than 5,000,000 people were exported from Batoum for that destination, and in January alone of the present year, as much as 400,000 people were shipped at that port for the East Indies.—Overland Mail.

GERMANS IN LONDON AND THE EMPEROR'S DEATH.—One effect of the late Emperor's death is that fully 30,000 of the Germans resident in England who evaded the conscription and the call to arms on the breaking out of the Franco-Prussian War will be now free to visit the Fatherland without incurring the risk of being tried by court-martial as deserters, as their offence is only coeval with the late Emperor's reign.

At an extraordinary general meeting of the Singapore Tramway Company held a week ago, several propositions were brought before the shareholders, provoking considerable discussion, but eventually it was unanimously agreed that an opportunity be given to raise the sum of \$30,000 for the purpose of doubling the line by debenture shares bearing interest at ten per cent., to rank next after the bank debt.

Numerous as are the snakes in Penang facilities are very rarely to be attributed to them. Singularly enough, a Chinaman died on the 11th inst. at Batu Pering from a snake-bite received whilst on the water. He was hauling in a seine, on the 4th inst., when a peculiar snake which was uncoiled, and which was described by his companions as being about a yard long, striped and with a tail like a fish, struck at him, and bit him in the leg. He became weak so quickly that he had to be carried to his hut. The teeth, which had been left in the wound, were extracted, and he was duly doctored, but died, as stated, after several days' stupor. The snake had been previously killed. It was supposed, previously, that water snakes were comparatively harmless, but the case of the Chinaman afterwards held stating that he had been frequently bitten by them, but always cured himself.—Penang Gazette.

The Austrian frigate *Fauna*, Captain von Wohlgemuth, arrived at Singapore from Penang about ten days ago. Being a sailing ship she did not fire any salute, but when rounding the stern of the *Orion* the band played "God save the Queen." She was to stay in Singapore till the 18th inst. and then leave for Batavia, China and Japan. The *Fauna* left the Levant in September of last year, and the Levant is about in the Red Sea and Persian Gulf. She sailed nearly all the way from Penang to Singapore. She had on board a number of young officers and boys in training for service in the Imperial Austrian Navy.

Several trams driven by compressed air on the Mikan system have recently been placed on a tramway line in the north of London, where they are regularly taking their turn in working the traffic with the ordinary horse-drawn cars. The Mikan system consists of a station where the air is compressed and stored for delivery in reservoirs placed under the cars. The air in its passage from the reservoirs to the driving engines, which are also under the cars, passes through hot water and steam, which are charged into a receiver on the car at the compressing station. The heat further expands the air, and also prevents the formation of any ice or condensation due to the expansion of the compressed air.

MARCH 9 will long be remembered as the busiest day on record at the Central Telegraph Office of Berlin. The pressure was great on Thursday, when 23,878 telegrams, aggregating 790,326 words, had to be sent off. But this record was eclipsed by the following day, for over 35,000 telegrams, containing together 1,115,000 words, were despatched to all parts of the globe, in different languages. All the Government telegraphists fit for duty had to be called in to meet the pressure, and all the available instruments were worked. It was a fortunate circumstance that the Berlin Bureau was closed, as this enabled the authorities to make use of the instruments there for the work. During the busiest hours of Friday last no fewer than 346 telegrams were at work at the same time in the great instrument room of the Central Telegraph Office, and 230 instruments were operated.

In the course of a paper upon the production of silver throughout the world and the prospects of future production, Professor J. S. Newberry, of the School of Mines, Columbia College, says that the problem of future production lies within the United States. The great silver belt of the world stretches from British Columbia across the States and Mexico to Chili. Professor Newberry does not look for any increase of production. On the contrary, he regards it as certain to decline, though perhaps slowly. The experience of the last five years has, however, not confirmed this anticipation. Recent thorough explorations of the Peruvian and Mexican districts, continued through two years, and aided by the diamond drill, have failed to discover any bonanzas in either of these mines. As distributors of the public peace in the financial world the South American silver mines need not be feared. Summing up his view as to the production of silver in Mexico and South America, the Professor observes:— "It should be remembered that these countries are easy of exploration, are mostly without timber, and are traversed by mountain ranges, of which the details of structure are everywhere visible. I think, then, I am quite safe in saying that no danger of financial disturbance need be apprehended from the silver mines of Mexico or South America."

THE POPE AND HIS POSITION.—From a Reuters, dated the 24th inst., which we published at the time, it will be remembered that the Pope, in a speech at the College of Cardinals, said that his position was unbearable. From a telegram, published in a Japanese vernacular paper, and dated Berlin, the 1st inst., we learn that it was the intention of the Pope to resign his situation. The telegram to which we refer reads as follows:—Prince Bismarck has received an autograph letter to the Pope, advising His Holiness to reconsider his intention of resigning, as there is no fit person to succeed him. It is proposed by the members of the German Reichstag to send a letter to the Pope to advise him in a similar strain. He has already received five letters, including the one from Bismarck, advising him to retain his present post. Later news, dated the 5th inst., says that the Pope has sent a reply to Prince Bismarck, in which he states that for the present he will leave his resignation of resigning in abeyance. Public opinion in Berlin is that should the Pope resign it will have a considerable effect on the Reichstag.

THE DUTY NEWS of the 18th March says:—Mr Thorold Rogers was yesterday appointed to the Professorship of Political Economy at Oxford, vacant by the death of Mr Bonamy Price. Oxford is to be congratulated on the choice of a very able and a really learned man, who failed to be re-elected twenty years ago simply because of the political prejudice against him in Convention. The patronage is now vested in a much smaller and more competent body. The new Board, however, comprises Lord Salisbury as Chancellor of the University, and Mr Goschen as Chancellor of the Exchequer. If they voted for Mr Thorold Rogers we must say that it does them much honour. Mr Rogers, though by far the best qualified candidate for the professorship, did not call a spade an agricultural implement, nor even a mere spade, and is not in the habit of concealing his opinion of Tories or of anybody connected with them. It is pleasant to find that leading statesmen on either side can still do their duty towards education without fear or favour, without affection or ill-will.

A PATENT PUNKAH.—A new patent punkah, the invention of Mr O. Ewing, C.E., is now on trial in Calcutta. The punkah machine proper consists of a simple eccentric fitted on a shaft, to the other end of which an ordinary cranked handle is attached. The eccentric is fitted to the shaft at such an inclination that as it revolves the rope from the punkah, after passing over a small pulley, occupies a position nearer and nearer to the outer edge of the face until the eccentric has completed a half revolution. At this point a portion of the face is cut away, and the rope, having no longer any weight to rest on, falls off, and the punkah as once commences its backward swing. As the punkah is swinging back the eccentric continues turning the handle and during the completion of the revolution raises a weight which in falling doubles its power when pulling the punkah up again. By this means, the use of the eccentric power applied by the coolie is constant throughout each revolution, while that of the punkah is constant. It is this varying resistance of the punkah, it is given that would enable steam power to be applied for the first time economically to pulling punkahs, an ordinary driving pulley taking the place of the cranked handle on the end of the shaft.

The *Footscrook Echo* of the 21st inst. says:—The flood, caused by the incessant rain of the last two weeks, has been attended with considerable damage, and we are unable to say the amount of harm done to the crop of young rice, not yet transplanted. The water reached its highest point on Monday last, and from the well known Tea House, over the long bridge to the city, the depth was 5 feet during both Monday and Tuesday, but since then it has been gradually subsiding, allowing the traffic to be continued, although not without some inconvenience owing to the mud. The proprietors of river craft have suffered much loss, a number of sampans broke away from the moorings, and were carried down by the torrent and dashed to pieces against the bridge, blocking the course, and affording a dangerous adventure to the unadventured, who risked their lives for the plunder of wood, several of whom were rescued with a cold, while others are still in the water. The Public Garden has, of course, again been spoiled for the time being, for only very few flowers can stand being covered with water several feet deep.

The *Daily News* of 19th March says:—The bridge, that carried the American railway system, has once more played the public fable. The collapse of one of these bridges on Saturday, near Blackheath, in Georgia, wrecked a whole train, killed five-and-twenty persons, and left a number of others in a condition that hardly admits the hope of recovery. Scarcely a single case of escape in fact escaped without injury. It is rather wonderful that any escaped with life. The train seems to have broken the bridge with the weight of two or three of its own carriages that left the line. The carriages crashed through the frail viaduct, and then the entire train fell into the creek below. It seems clear that the bridge was a poor one, and that the train was too heavy for it. The train was a passenger train, and was carrying a large number of passengers. The bridge was a trestle bridge, and was in a state of disrepair. The train was a passenger train, and was carrying a large number of passengers. The bridge was a trestle bridge, and was in a state of disrepair. The train was a passenger train, and was carrying a large number of passengers.

We give the following, which is perhaps more amusing than authentic, from the correspondent of the *Manchester Guardian*:—"A lady who stands very high in the councils of the Party party and the Prime Minister has said that Lord Salisbury marked a few days ago, with reference to some contemplated journey, 'We can't do it now, but we shall all be out in six months, and then we shall be at liberty.' The lady could not divine the grounds for this prediction, but said she had reason to believe that Lord Salisbury, as a member of a quarter sessions and a landlord of the old-fashioned and imperious type, cordially detests his County Government Bill, and has only yielded a grudging assent to it as the necessary price to be paid for Unionist support. 'It is not unlikely that he may dislike the prospect of further forced marches along the Radical road. Another element of uncertainty lies in the fact that the double labours of the Prime Minister and the Foreign Office are again telling heavily on Lord Salisbury's health, and he is beginning to show the signs of wear and tear which his autumn holidays had obliterated. In the House of Lords he is frequently out of his seat, and his old-fashioned and imperious type, cordially detests his County Government Bill, and has only yielded a grudging assent to it as the necessary price to be paid for Unionist support. 'It is not unlikely that he may dislike the prospect of further forced marches along the Radical road. Another element of uncertainty lies in the fact that the double labours of the Prime Minister and the Foreign Office are again telling heavily on Lord Salisbury's health, and he is beginning to show the signs of wear and tear which his autumn holidays had obliterated. 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Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUER, PORT SAID,
TRIESTE, BRINDISI, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Cargo can be taken on through bills
of lading for the principal places in
RUSSIA.

ON WEDNESDAY, the 9th day of May,
1888, at 4 p.m., the Company's
Steamship *RAYERN*, Capt. R. SANDER,
with MALES, PASSENGERS, SPECIE,
and CARGO, will leave this port as above,
calling at Genoa.

Shipping Orders will be granted till
noon. Cargo will be received on board
until 4 p.m. Specie and parcels until 3
p.m. on the 8th May, 1888. (Parcels are
not to be sent on board; they must be
left at the Agent's Office). Contents and
value of Packages are required.

The Steamer has splendid accommodation
and carries a Doctor and Stewards.

For further Particulars, apply to
MELOERS & Co.,
Agents.

Hongkong, April 14, 1888. 612

CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS
TO JAPAN, CANADA, THE
UNITED STATES, AND EUROPE,
VIA

THE CANADIAN PACIFIC RAILWAY
AND STEAMSHIP COMPANY'S
RAILWAY-LINES & STEAMERS.

THE British Steamship *BATAVIA*,
3,600 Tons Register, Watson, Com-
mander, will be despatched for VAN-
COUVER, B.C., KOBÉ and YOKO-
HAMA, on THURSDAY, the 10th May,
at 3 p.m.

To be followed by a Steamer (* * *)
on the 1st June, and *PARTHIA* on the
9th June.

Connection will be made at Yokohama
with Steamers from Shanghai and Japan
Ports, and at Vancouver with Pacific Coast
points, by the regular Steamers of the
PACIFIC COAST STEAMSHIP COMPANY and
other Steamers.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-
atlantic lines of Steamers.

First-class Fare granted as follows:—
To Vancouver & Victoria, Mex. \$160.00
To San Francisco, " 175.00
To all common points in Can- 200.00
ada and the United States
To Liverpool " 300.00
To London " 345.00

To other European points at proportion-
ate rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service,
and the Imperial Chinese Customs, to be
obtained on application.

Passengers, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Freight will be received on board until 4
p.m. the day previous to sailing. Parcel
Packages will be received at the office until
5 p.m. same day; all Parcel Packages
should be marked to address in full; value
of same required.

Consular Invoices to accompany Cargo
destined to points in the United States,
should be sent to the Company's Office,
addressed to Mr. D. E. BROWN, District
Freight Agent, Vancouver, B.C.

Freight will be received on board until
4 p.m. on the 9th May.

All Parcels must be sent to our Office
and should be marked to address in full;
and the same will be received by us until
5 p.m. the day previous to sailing.

For information as to Passage or Freight,
apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, April 14, 1888. 618

Occidental & Oriental Steam-
Ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA

THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

THE Steamship *OCEANIC* will be
despatched for San Francisco, via
Yokohama, on THURSDAY, the 10th May,
at 3 p.m.

Connection being made at Yokohama
with Steamers from Shanghai and Japan
ports.

All Parcel Packages should be marked to
address in full, and same will be received
at the Company's Office, until 5 p.m. the
day previous to sailing.

First-class Fare granted as follows:—
To San Francisco, Mex. \$160.00
To San Francisco and return, " 350.00
available for 6 months
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To London " 350.00

To other European points at proportion-
ate rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service,
and the Imperial Chinese Customs, to be
obtained on application.

Passengers, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Consular Invoices to accompany Cargo
destined to points beyond San Francisco,
in the United States, should be sent to the
Company's Office, addressed to the Collec-
tor of Customs, San Francisco.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, April 24, 1888. 667

WASHING BOOKS.

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NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY,
MADRAS, CALCUTTA, ADEN, SUER,
PORT SAID,

MEDITERRANEAN AND

BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA;

ALSO

LONDON, HAVRE, BORDEAUX,
DUNKIRK AND ANTWERP.

ON THURSDAY, the 20th April,

1888, at Noon, the Company's
Steamship *DAUS*, Commandant GUINDAN,
with MALES, PASSENGERS, SPECIE,
and CARGO, will leave this Port for the
above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and re-
ceived in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted until
noon.

Cargo will be received on board until 4
p.m. Specie and parcels until 3 p.m. on the
25th April, 1888. (Parcels are not to be
sent on board; they must be left at the
Agent's Office).

Contents and value of Packages are re-
quired.

For further particulars, apply to the
Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, April 18, 1888. 632

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
VERMONT RAILWAYS, AND FORTING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *UTY OF
SYDNEY* will be despatched for
San Francisco via Yokohama on
WEDNESDAY, the 2nd May, at 3 p.m.,
taking Passengers and Freight for Japan,
the United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via Over-
land Railways, to Havanna, Trinidad, and
Buenos Aires, and to ports in Mexico, Central
and South America, by the Company's and
connecting Steamers.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-
atlantic lines of Steamers.

First-class Fare granted as follows:—
To San Francisco and return, " \$200.00
available for 6 months
To Liverpool " 325.00
To London " 350.00

To other European points at proportion-
ate rates. Special reduced rates granted to
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and the Imperial Chinese Customs, to be
obtained on application.

Passengers, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Freight will be received on board until 4
p.m. the day previous to sailing. Parcel
Packages will be received at the office until
5 p.m. same day; all Parcel Packages
should be marked to address in full; value
of same required.

Consular Invoices to accompany Cargo
destined to points beyond San Francisco,
in the United States, should be sent to the
Company's Office in Sealed Envelopes,
addressed to the Collector of Customs at San
Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, April 24, 1888. 666

Intimations.

The Overland China Mail.

A WEEKLY JOURNAL FOR THE HOME MAIL.

IS PUBLISHED to suit the Departure
of each European and French Mail
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land issue was published fortnightly; but
as it was deemed of special importance that
a weekly budget of news should be prepared,
it was decided to issue it weekly. Sub-
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Ports and in the interior, who find the
Overland edition a convenient form of news-
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East, contains special Commercial Intelli-
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Mr. Andrew Wind,

NEWS AGENT, &c.
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Intimations.

THE CHINA REVIEW.

PUBLISHED BI-MONTHLY.

TENTH YEAR.

THIS Review, which was intended to meet
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those topics which are uppermost in the
minds of students of the Far East and
about which every intelligent person con-
nected with China or Japan is desirous of
acquiring trustworthy information. It in-
cludes many interesting Notes and original
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OPINIONS OF THE PRESS.

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"The *China Review* for September-October
fully maintains the high standard of
excellence which characterises that publi-
cation, and altogether forms a very
interesting and readable number. My-
vorologists will find an interesting and
valuable contribution by Dr. Fritzsche
on 'the Amount of Precipitation (Rain
and Snow) of Peking,' showing the results
of observations made at the Imperial Rus-
sian Observatory at Peking, from 1841 to
1880."—*Notes on the Dutch Occupation
of Formosa*, by Mr. Geo. Phillips, contains
some interesting information, although
much of it is second-hand. The Notices
of New Books include a most generous
and appreciative review of 'The Divine Classic
of Nan-Hua,' and the Notes and Queries
are as usual very interesting."—*North-China
Daily News*.

"A substantial and reliable Review which
all students of China and the Chinese would
do well to patronise."—*Chrysanthemum*.

"The November-December number of
the *China Review* contains less variety than
usual, but the few articles are very inter-
esting. The opening paper by Mr. Herbert
A. Giles on 'The New Testament in Chi-
nese' is of great importance in the eyes
of all missionaries."—*Mr. E. H. Parker's
'Short Journeys in Szechuen'* are con-
tinued, and a goodly instalment of
these travels in the interior of China is
given. Mr. F. H. Balfour contributes a
paper of some length entitled 'The Em-
pire of Cheng, founder of the Chinese Em-
pire,' which will be read with genuine
interest by students of Chinese history.

A few short notices of New Books and a
number of Notes and Queries, one of which
'On Chinese Oaths in Western Borneo
and Java' might appropriately have been
placed under a separate heading, complete
the number."—*H.K. Daily Press*.

Trübner's Oriental Record contains the
following notice of the *China Review*:—
The present publication, judging by its
number now before us, is intended to
occupy a position, as regards China and the
neighbouring countries, some what similar
to that which has been filled in India by the
Calcutta Review. The great degree of at-
tention that has been bestowed of late years
upon the investigation of Chinese literature,
antiquities, and social developments, to say
nothing of linguistic studies, has led to the
accumulation of important stores of infor-
mation, rendering some such channel of pu-
blicity as is now provided extremely desir-
able; and contributions of much interest
may fairly be looked for from the members
of the foreign consular services, the Chinese
Customs' corps, and the missionary body,
among whom a high degree of Chinese
scholarship is now assiduously cultivated,
and who are severally represented in the first
number of the Review by papers highly
creditable to their respective authors.

Some translations from Chinese novels and
plays are marked by accuracy and fresh-
ness of style; and an account of the career
of the Chinese post-steamship of the eleventh
century, Su Tung-po, by Mr. E. C. Bowra,
is not only historically valuable, but is also
distinguished by its literary grace. Beside
notices of new books relating to China and
the East, which will be a useful feature of
the Review, if carried out with punctuality
and detail, we are glad to notice that
'Notes' and 'Queries' are destined to
find a place in its pages also. It is to be
hoped that this opening for contributions
on Chinese subjects may evoke a similar
degree of literary zeal to that which was
displayed during the lifetime of its pre-
decessor in the field, and that the *China Review*
may resolve the support necessary to insure
its continuance.

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NEWS AGENT, &c.
21, PARK ROW, NEW YORK; is
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Advertisements, &c., for the *China Mail*,
Overland China Mail, and *China Review*.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, commencing at
Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the body of the
Harbour C.

Shipping or midway between each shore are marked D., in conjunction with the figures denoting the section.

- Section.
1. From Green Island to the Gas Works.
 2. From Gas Works to Jardine's Wharf.
 3. From Jardine's Wharf to the Harbour Master's Office.
 4. From Harbour Master's Office to the P. and O. Co.'s Office.
 5. From P. and O. Co.'s Office to Peddar's Wharf.
 6. From Peddar's Wharf to the Naval Yard.
- Section.
7. From Naval Yard to Blue Buildings.
 8. From Blue Buildings to East Point.
 9. From East Point to North Point.
 10. Kowloon Wharves.
 11. Jardine's Wharf.

Vessel's Name.	Anchor.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
chilles	5	c Anderson	Brit. str.	1528	April 24	Butterfield & Swire	Amoy and Shanghai	To-morrow
activ	2	h Revaback	Dan. str.	355	April 22	Arnhold, Kurbarg & Co.	Hoolow, &c.	To-morrow
rhington	2	Reynell	Brit. str.	809	April 20	Siemens & Co.	Bombay, &c.	To-morrow
ormida	11	h Dagino	Ral. str.	1490	April 18	Carlowitz & Co.	Bombay, &c.	27th inst.
hangha	10	W Williams	Brit. str.	1464	April 22	Butterfield & Swire		
luis	1	Uderup	Ger. str.	948	April 13	Melchers & Co.	Haiphong	K'loon Dock
radner	3	c Hays	Ger. str.	1091	April 23	Wielor & Co.		
radner	3	c Ogston	Brit. str.	948	April 22	Soy Sing	Saigon	K'loon Dock
erube	2	h Phillips	Brit. str.	664	April 22	A. R. Marty	Haiphong	To-day
meralda	4	h Mottram	Brit. str.	395	April 25	Arnhold, Kurbarg & Co.	Haiphong	To-morrow
oro gero	3	h Hansen	Ger. str.	764	April 24	Edward Schellhaus & Co.		
oken	5	h Roach	Brit. str.	590	April 19	Douglas Steamship Co.	Amoy and Tamau	To-morrow
ookang	3	h Hogg	Brit. str.	990	April 25	Jardine, Matheson & Co.	Shanghai	To-morrow
ria	10	h Withycombe	Brit. str.	2082	April 21	Russell & Co.		
haiphong	5	h Harris	Brit. str.	1122	April 24	Douglas Steamship Co.		
nfan	6	h Ashon	Brit. str.	1182	April 25	Douglas Steamship Co.	Coast Ports	
dependent	10	h Hasenwinkel	Ger. str.	871	April 22	Wielor & Co.		
clidaro	2	c Johnson	Brit. str.	2277	April 18	Butterfield & Swire	Saigon	To-day
unamoto Maru	10	h Extrim	Japan. str.	1237	April 2	Mitsui Bussan Kaisha	Kutchinots	
umbardy	6	c Preston	Brit. str.	1726	April 23	P. & O. S. N. Co.		
xus	3	c Guiraud	Fch. str.	2390	April 23	Messageries Maritimes	Marseilles, &c.	To-morrow
emptions	3	h Johannsen	Brit. str.	1541	April 20	Arn' Hoy	Singapore	To-morrow
lot Fish	3	h Stopani	Brit. tug.	181	Sept. 27	H. K. & W. Dock Co.		
anjore	6	c Speck	Brit. str.	1492	April 24	P. & O. S. N. Co.	Bombay, &c.	23th inst.
ritos	3	h Bleicken	Ger. str.	1142	April 24	Ed. Schellhaus & Co.		
aiting	6	h Chang Shing	Chi. str.	803	April 17	Master		
afiro	5	c Talbot	Brit. str.	375	April 22	Russell & Co.	Amoy & Manila	To-day